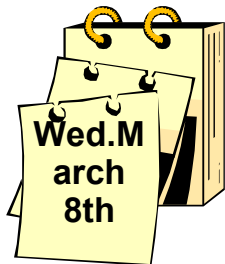


Illinois Valley Beacon

March 2000

Volume 7 Issue 3



March Meeting

Our next

Chapter meeting will be on the **Second** Wednesday of the month, **March 8th**, at 7:00 p.m. at our Chapter Hangar at Mt. Hawley Airport.

Our guest speaker will be Jack Frost. Jack will report on his recent visit to the Marine Corps Air Station at Yuma,

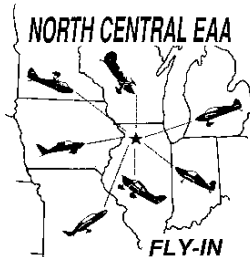
Arizona, where the Marine Corps Adversary Fighter Group makes like Russians as they fly against our trainees. Ron Wright will report on his favorite aircraft, his current project, a "Soneri", and Joe Fox will give a safety report.

Last Month

The February 18th. meeting was called to order by President Bob Thompson at 7:00 p.m.

The minutes of the January meeting were read by Secretary Jack Frost and were approved by the membership. Treasurer Morrie Caudill reported that we currently have 66 paid members and a balance of \$4,668. Young Eagles coordinator Joe Rex reported that 98 Young Eagles were flown by Chapter 563 in 1999 and he proposed a goal of 150 to 200 Young Eagle flights in 2000.

After an in depth discussion of our role as a sponsoring chapter in the "North Central EAA Old Fashioned Fly-In", we decided to continue our affiliation. Joe Rex and Bob Thompson agreed to join Ron Wright as the three Chapter 563 representatives on the NCEAA Board.



Vice President Rick Waldow gave a presentation on his favorite aircraft, his Stearman. He said that the Boeing Stearman is a wonderful training airplane. Ten thousand of these aircraft were built between 1937 and 1946 in Wichita Kansas by Boeing, to government military standards, which accounts for the great number of Stearman still flying today.

The stock Stearman was heavy and under powered, with a high center of gravity. While ground handling, was almost impossible to see over the cowl. The aircraft can be flown from either seat, but it is easier to see and fly from the rear. The pilot has better visual and sensory cues from that position.

The Navy version of the Stearman had a casting tail wheel, while the Army model had a steerable tail wheel. Rick said that the Stearman is a typical heavy tail wheel aircraft and you always have to remember what you are

flying!

Technical Advisor Al Lurie presented a safety centered report based on his review of several recent accident reports and their causes. Al mentioned a recent accident

where the mags were off, but the grounding was bad and when the prop was inadvertently moved by an off balance pilot, the engine fired. He also mentioned problems with a 7AC spin on type oil filter and Decathlon engine mounts.



Delbert Dester reported on his VariEze project and the great amount of work he has invested finishing this fiberglass aircraft. Last summer he got it all sanded smooth and painted. Unfortunately Delbert has lost his medical. He is offering to sell the aircraft, which is ready for final assembly. If someone from the Chapter or local area is interested, he would help with the assembly. You can contact Delbert at 745-8232.

President Bob Thompson shared some of his vision for the Chapter for the year 2000 and beyond. At the March meeting Bob will elaborate on these visions when he presents a "State of the Chapter" report. Two long term goals that Bob mentioned last month were increasing our Chapter membership and building up our treasury, to enable us to purchase a Chapter aircraft.

Bob then acknowledged Vik Maister, who introduced his friend Rolf Lips, our guest speaker from Switzerland. Rolf spoke on aviation in Europe and specifically on mountain flying in Switzerland. Rolf and Vik met several years ago in Africa, when they were forced by circumstances to share a hotel room. Rolf presently represents Robin Aircraft Company and he is in the US earning additional ratings, but he joked that he "came here to learn to fly in a flat country."



Robin 200

To orient us about Switzerland, Rolf offered these statistics: The size of the country is 100 nm North to South by 160 nm East to West. The population is six million. There are 42 public use airports available for



Rolf Lips on the left and Vik Maister on the right

approximately 1,800 general aviation, non-commercial aircraft. These include 1,500 club owned and 300 privately owned aircraft. Due to high taxes, aviation fuel costs approximately \$1.10 per liter or \$4.50 per US gallon.

Rolf discussed the five rules he uses and teaches to safely fly in the mountains.

- 1.) To fly in valleys, always allow space to make a half (180 degree) turn to gain altitude. This is due to the fact that ground elevation can often rise faster than aircraft performance will permit you to climb straight ahead.
- 2.) To fly through passes, never fly in the middle, always leave room to turn.
- 3.) To fly across a ridge, approach the ridge at a maximum angle to 45 degrees, so that you can easily turn away from the crossing if you (a) experience turbulence, or (b) see anything on the other side which looks unsafe.
- 4.) Never approach a ridge crossing at a high angle of attack. If you do approach at a high angle of attack, everything will seem lower than it actually is. You may not be high enough to clear the ridge.
- 5.) If flying in valleys, watch out for cables and high lines.

During a lively discussion following his presentation, Rolf indicated that Switzerland had class C, D, E and G airspace, but does not have any class A or B airspace.

Breakfast Remember, the first Saturday of every month at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. See you there!

Rx Chapter member Jim Hanneman is recovering from a broken collar bone sustained while snowmobiling in Wisconsin.

NASA DREAMING OF "HIGHWAYS IN THE SKIES" NASA is looking at developing a

network that would provide more than 5,000 GA airports with the ability to land light aircraft day and night in most kinds of weather. The program, dubbed the Smart Air Transport System (SATS), intends to function primarily using advanced aircraft cockpits that have "autoflight" capability -- which sounds marvelously practical while at the same time turning the joy and art of flying into an experience comparable with riding an elevator. Insiders are predicting that funding for SATS could appear as early as FY 2002. From: AVflash 6.06a

NASA UPDATING AVIATION SAFETY

WEB SITE: Probably recognizing the usefulness of the Internet for disseminating information in a timely fashion -- especially safety data -- NASA has plans to update their Aviation Safety Reporting System (ASRS) Web site. The updated site will include the NASA printable forms for reporting incidents, and copies of ASRS's "CALLBACK" and "Directline" safety publications, among other safety information. From: AVflash 6.06a

AOPA NOT HAPPY WITH FAA PLAN FOR "PLAIN LANGUAGE" REGS:

Though AOPA agrees with the FAA's plan to write future regulations in plain language instead of "government-speak," they recently stated their objection to the FAA's proposal to prohibit "non-public" communications with FAA officials once an NPRM has been published. AOPA is urging the FAA and DOT to reconsider the policy and allow informal conferences with FAA officials. From: AVflash 6.06a



Morrie Caudill and Al Phipps prepare pancakes at the March Breakfast



FAA'S CUSTOMERS ARE VERY RESTLESS

In a rare show of unanimity, virtually every aviation advocacy organization held a joint press conference to show their support for the FAA funding proposals put forward in the stalled AIR-21 bill. This impressive coalition to ensure adequate funding for the FAA included the General Aviation Manufacturers Association (GAMA), Air Transport Association (ATA), Airport Council International (ACI), Air Line Pilots Association (ALPA), Aircraft Owners & Pilots Association (AOPA), American Association of Airport Executives (AAAE), Cargo Airline Association (CAA), and National Business Aviation Association (NBAA). From: AVflash 6.06b

NASA FLIES LARGEST PARAFOIL IN HISTORY:

NASA recently announced the successful first flight of a 143-foot-wide parafoil that will be used on an emergency "lifeboat" for crewmembers of the planned International Space Station. The parafoil, designed for the X-38 Crew Return Vehicle, measures 7,500 square feet, about one and a half times the wing area of a Boeing 747. The parafoil and its 9-ton test pallet were shoved out of a C-130 at FL215 over the Yuma Proving Grounds in Arizona last month, and both cargo and 'chute arrived on terra firma undamaged. From: AVflash 6.06b



BAD CAPACITORS:

Teledyne Continental Motors has issued Critical Service Bulletin 662A affecting aircraft that use the TCM/Bendix dual magneto models D-2000 and D-3000. A bunch of capacitors used in these magnetos had a manufacturing defect that caused them to go bad after a short time in service. If your D-2000 or D-3000 mag or a replacement capacitor has less than 200 hours on it, TCM wants you to replace the capacitors within the next 30 hours or the next scheduled maintenance, whichever comes first. If excessive mag drop or a zero mag drop is noted during runup, the capacitor should be replaced before further flight. From: AVflash 6.06b

FAA CLARIFIES TURBO TWIN CESSNA

EXHAUST AD: Last Friday, the FAA issued Special Airworthiness Information Bulletin CE-00-16 to clarify certain points of confusion about the compliance times in airworthiness Directive 2000-01-16 concerning exhaust systems of turbocharged 300- and 400-series twin Cessnas. As AVweb reported earlier, the Cessna Pilots Association had previously issued its own clarification statement covering the same points. Nice to know they're listening in Oke City. From: AVflash 6.06b

AOPA RALLIES TO FIGHT THE BIG ONE...

Every AOPA member across the U.S. has been mailed a National Pilot Alert, urging them to take action soon and take it often. The common-sense H.R. 1000 legislation, which aims to unlock the Aviation Trust Fund (ATF) and restore the general fund contribution to the FAA's budget, is being poked and prodded by a conference committee that seems intent on morphing it into something decidedly anti-aviation. "Only twice before since 1990 has an issue demanded individual communication with every AOPA member," said AOPA president Phil Boyer. Boyer stresses that the key to success will be the ability to generate mail to the U.S. Senate, and a lot of it. From: AVflash 6.07a

...WHY THE FIGHT?

If the money in the ATF isn't allowed to go to aviation, and the FAA's general fund contribution -- which accounts for about 30 percent of the agency's total budget -- goes away, Boyer says aviation users will be faced with new taxes or new user fees or both. The other alphabets are asking their membership to pen letters, too. AOPA's pilot alert even gives you ideas on what to include in your missive to your senators (Important tip: your salutation should not read "Hey, Bonehead!"). From: AVflash 6.07a

TWO WEEKS BECOMES EIGHT MONTHS...

Way back at Sun 'n Fun '99, AVweb talked with FAA Administrator Jane Garvey about the problems created by a new FAA mandate forcing charity flight operators to take costly FAA-approved drug tests. Many pilots donate their time for charity flights and ask only to be reimbursed for fuel. When the rules changed, they were unable to fly unless they were willing to spend hundreds of dollars on FAA-approved drug tests. Garvey seemed genuinely concerned at the Lakeland Fly-in, saying she hoped to have a change "on paper in two weeks" to deal with the internal legal department interpretation.

Despite what may have been her best intentions, it has taken months to muddle through the process. The FAA's first attempt at a correction was to offer pilots and charities individual exemptions to drug testing if they would submit a formal petition to the FAA. This past week, eight months after her Sun 'n Fun comments and more than five months after getting petitioned by several pilot organizations, the feds began handing out blanket approvals that exempt certain pilot groups from the drug-screening rules. From: AVflash 6.07a

BUT WHO GETS TO FLY AND WHY? Petitions from EAA and the National Air Transportation Association (NATA) have been approved. Under the EAA exemption,

private pilots who are EAA members will be able to fly "charitable airlifts" under Part 61.113(d) without a drug test, and commercial pilots who are EAA members will be able to fly up to four charity flights without submitting to the testing. NATA's flight school members will be able to give rides to the public at fly-ins and other events to promote aviation. The piecemeal efforts of the FAA at "fixing" the legal interpretation are rapidly becoming as clear as mud. Are you exempt if you offer your services to promote aviation at the local aerodrome? Maybe, maybe not. Deny everything, admit nothing, and good luck out there. From: AVflash 6.07a

AIR CARRIER DISPLAY, GA PRICE: Waterman could definitely have used UPS Aviation Technologies' newly FAA-certified "revolutionary" multi-function display. The MX20 features terrain mapping that shows a picture of the relationship between the aircraft's route of flight and surrounding terrain, and displays weather data, traffic and flight information and ADS-B traffic reports. The large VFR-style map shows geographic features as well as all nav aids and low- and high-altitude airways. If the pilot wishes, all the geographical features will go away and the map will turn into an IFR chart. The best part perhaps is the MX20's price -- \$5,995 -- which puts it well within the reach of GA pilots. According to Director of Sales and Marketing Sam Seery, "The MX20 has the potential to change the way pilots fly, forever." From: AVflash 6.07a

AVIDYNE'S FSIDS GET CONNECTED: Avidyne Corporation this week announced that its FlightMax series of flight situation displays (FSIDs) can now use a satellite-based datalink for in-flight display of graphical and textual weather information. The new service, known as Echo Flight, uses the ORBCOMM constellation of low-earth orbiting satellites. Avidyne said that the Echo Link transceiver and antenna will go for about \$2,500, while a \$25 monthly service fee will also be charged. From: AVflash 6.07b

FAA'S PLAIN TALK... As AVweb recently reported, AOPA has reservations about the FAA's proposal to make its rulemaking regulations more accessible to the layperson. Now AOPA has made its objections official in formal comments to the NPRM proposing the Part 11 changes. From: AVflash 6.07b

FREE GA AIRCRAFT SAFETY TIPS: EASY LESSONS FROM HARD EXPERIENCE "Safety Highlights," booklets providing accident analyses and safety tips for various GA aircraft, are being produced and distributed free by AOPA Air Safety Foundation thanks to a grant from the United States Aircraft Insurance Group. The first booklet -- for the 172 -- has already been mailed to more than 25,000 owners and operators at no charge. Booklets to follow will cover the Piper PA-28 series, the Cessna 182 and other models to be announced. From: AVflash 6.08a

FLY THE CONCORDE FOR \$750 A SEAT: Sorry, not across the Atlantic at that price -- just "around the patch" in Wisconsin this summer. Tickets priced at \$750 are available for a ride on the Mach speedster at EAA AirVenture 2000, which will be held July 26-August 1,



at Wittman Regional Airport, Oshkosh, Wis. Though the deep-discount tickets won't be taking you to France, the one-hour subsonic hops do head in the general direction of Canada and we hear they speak French there too. From: AVflash 6.08a

PASSING OF "TRADER JON," A LEGEND TO NAVAL AVIATORS: Martin Weissman, the proprietor of the famed Naval Aviator hangout "Trader Jon's" for nearly half a century, died Friday in Pensacola, Fla. The ramshackle bar was a legend among -- and a mandatory stop for -- Naval Aviators training at nearby Pensacola Naval Air Station. Weissman never returned to work after a stroke in 1997, and as previously reported by AVweb, his family has been trying to find a buyer for the famous establishment. A group of Navy veterans has been raising money in an effort to purchase and preserve the bar. From: AVflash 6.08a

FEDERAL RADIO PLAN RETAINS LORAN-C, FOR NOW: The new Federal Radionavigation Plan released last week will continue to support Loran-C, according to documents released by the departments of defense and transportation. In recent years, Loran-C has been on the chopping block as budgets and users dwindled and GPS



Bob Thompson on the eggs and Joe Rex on the sausage, while Barbara Fox waits to be served at the March breakfast.

took center stage. Still, Loran users may want to go ahead and upgrade: The plan says that the government will operate the system only for "the short term." From: AVflash 6.08a

COAST-TO-COAST IN HOMEBUILT GYROPLANES:

Two aviation enthusiasts are planning to fly their homebuilt gyroplanes from Kitty Hawk, N.C., to Oshkosh, Wis., this summer-- with stops in each of the 46 other continental United States. Photographer Chuck Feil and veteran gyroplane pilot, builder and CFI Curtis Patten say their journey, which will be timed to conclude at the Experimental Aircraft Association's annual AirVenture fly-in, will be an aviation first. From: AVflash 6.08b

'99 AVIATION ACCIDENT STATS... GA accident numbers for '99 didn't go down that much, but at least they did go down. According to the NTSB's accident report for last year, general aviation accidents fell by a whopping one compared to 1998. While that doesn't sound like anything to cheer about, it's actually pretty good news when you factor in that 1.1% more flight hours were flown in 1999. Overall, it's news that insurance companies will like. The accident rate per 100,000 flight hours and the fatal accident rate per 100,000 hours flown also dropped, showing a nearly 50% improvement since 1970. From: AVflash 6.09a

NTSB RECOMMENDS AD ON ALL HIGH-WING PIPERS...

If the FAA approves an NTSB-requested Airworthiness Directive (AD), all 51,000-plus high-wing Pipers still flying will be in for a significant and recurrent inspection. The problem was uncovered during the NTSB's investigation into the August 1998 crash of a PA-18 Super Cub in South Carolina. The pilot was attempting to snag a banner when the Super Cub's left wing failed and the plane crashed. A subsequent inspection showed that the left wing forward lift strut had separated from the wing in-flight. The culprit was corrosion that had completely eaten through the lift strut's forward attach fitting. From: AVflash 6.09a

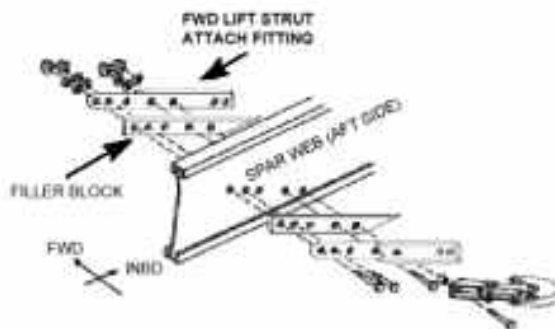
...AS THE NTSB ASKS FAA FOR MORE ACTION

In October of '98, the FAA issued a Special Airworthiness Information Bulletin (SAIB) to alert owners and operators of the potential corrosion. An SAIB does not require that action be taken, nor did this one specify how to inspect the forward attach fitting. The NTSB is now asking the FAA to require The New Piper Aircraft Inc. to develop a

recurrent inspection procedure and to require owners to comply with the inspections. The board says it is very concerned that undetected corrosion could cause a sudden in-flight structural failure and is asking the FAA to move, posthaste. From: AVflash 6.09a

HOMEBUILT OPERATING LIMITATIONS RULE CLARIFIED

After years of trying, the EAA and FAA have hammered out an agreement that should put an end to the confusion over homebuilt aircraft operating limitations. Previously the limitations pretty much depended on what part of the country you lived in and



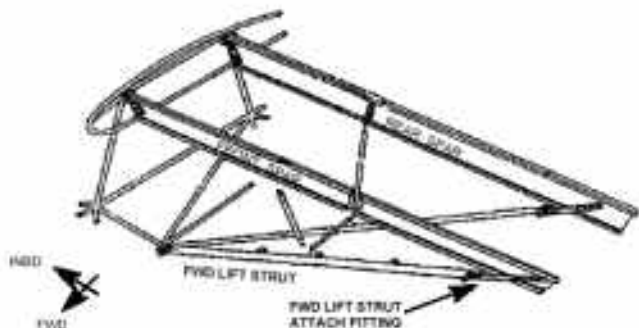
which FSDO's jurisdiction you were under. The EAA-FAA guidelines have now been inserted as part of the homebuilt certification manuals used by all FAA offices and inspectors. The gist is that homebuilt aircraft are prohibited from operating in places where there are a lot of planes or people unless approved by ATC, or unless they're flying at a high enough altitude to make a safe emergency landing. Once the initial Phase 1 testing of the plane is complete, no further approval will be needed to fly over populated areas. From: AVflash 6.09a

AOPA'S BOYER CALLS ON CONGRESS TO FIX THE FAA'S FUNDING...

In testimony Tuesday before the House Subcommittee on Aviation, Aircraft Owners and Pilots Association President Phil Boyer criticized the Clinton budget proposal for imposing \$1 billion in unnecessary aviation user fees, while at the same time cutting programs critical to flight safety. "When will President Clinton get the message?" Boyer said. "Since this administration came into office, Congress has emphatically told it 'no user fees' five times!" Under the administration's proposal, new taxes would fund the FAA while the aviation trust fund surplus continues to grow, and the general fund contribution to the FAA budget would be eliminated. From: AVflash 6.09b

...AND ASKS FOR PROGRESS ON GA SAFETY PROMISES...

Boyer also gave the subcommittee examples of GA safety programs jeopardized by the administration budget, particularly cuts in programs to improve delivery of weather information to pilots. He also lamented long-broken promises by the FAA to modernize Flight Service Station equipment, showing the committee members the dramatic difference between





Joe Fox and Sam Sisk on the East end of the table at the March breakfast at the hangar

agencies to close or limit access to back-country airstrips on public land. Hansen, a pilot and a longtime supporter of general aviation, is chairman of the House Subcommittee on National Parks & Public Lands. He introduced the AOPA-supported "General Aviation Access Act" (H.R. 3661) to save remote airfields, most of them in the western United States, that have been targeted for closure or threatened with restricted GA access by federal land managers. AOPA President Phil Boyer said that such airstrips are necessary for search-and-rescue operations, firefighting, forest management and research, and as emergency landing areas. From: AVflash 6.09b

Short Final...

From our "Are you sure you've done this before?" file...

The weather was dropping rapidly and DCA (Washington National) was the only field still VFR, so they got a flood of diversions. Then they went from 2,000/5 to 600/1, so it was a scramble to get everyone on the ILS. One pilot didn't seem very familiar with the concept of the ILS, which resulted in the following exchange:

DCA TRACON: Nxxx, turn to 020 to intercept the localizer; you went right through it.

Nxxx: Roger.

DCA TRACON: Nxxx, do you have an ILS receiver?

Nxxx: Roger.

DCA TRACON: Is it turned on?

From: AVflash 6.06a

Short Final...

Seen in an FAA Air Traffic Controllers publication about 15 years ago:

ATCT: Bonanza 1234 cleared to land Runway 15; be advised the REIL lights are out of service.

Bonanza 1234: Roger, cleared



the FSS weather graphics and the better-quality graphics pilots can find on the Internet. Boyer added, "What's lacking on the Internet is the expert knowledge provided by FAA's highly trained FSS specialists." From: AVflash 6.09b

...WHILE PUSHING FOR ACCESS TO AVIATION TRUST FUND

No matter how well air traffic increases are handled by system changes, two airplanes can't land at the same time on the same piece of real estate. Boyer pointed out that runways take years to plan and build, yet the administration budget proposal cuts funding for the Airport Improvement Program (AIP). "The White House raided AIP by some \$88 million ... It's time to stop playing this annual budget game and give FAA a dependable, predictable funding stream that will match aviation growth. AIR-21 will do that." The AIR-21 legislation -- passed by the House but held up in the Senate -- would ensure that aviation trust fund money would be spent on aviation needs. Go get 'em, Phil! Let's hope they're listening on the Hill. From: AVflash 6.09b

PROPOSED LAW WOULD SAVE BACK-COUNTRY AIRSTRIPS

Rep. Jim Hansen (R-Utah) last week introduced a bill into the U.S. House of Representatives that would block efforts by federal

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